



WEST DAVIS
CORRIDOR

Alternatives Refinement Summary

October 2012

General Overview

Over the past several months, the West Davis Corridor EIS team has been preparing chapters of the Draft Environmental Impact Statement (DEIS). During this time, we have continued to work with and receive input from residents, agencies, cities, farmers, and many other stakeholders. In addition, UDOT committed additional funding to allow a more detailed analysis of potential wetland areas (see the 2012 Wetland Update Summary). All of this new information has helped the WDC team make refinements to the alternatives in some areas to further minimize impacts.

UDOT is sharing the refined alternatives with the public so that they can be made aware of the changes. These refined alternatives are being advanced for further study in the DEIS. In spring 2013 the DEIS will be released and public hearings will be held so that the public has the opportunity to comment on the findings.

We remind you that no final decisions have been made on an alternative. A final decision will not be made until the study is complete and a Record of Decision is approved by the Federal Highway Administration in 2014.

Farmington/Kaysville Alternatives (Shepard Lane and Glovers Lane)

Due to the updated wetland data, our team took another look at the alternatives to see what adjustments could be made to reduce impacts to both the natural and built environment. The team made two refinements to the Glovers Lane alternative. One refinement included shifting the Glovers Lane alternative to the north between Tippetts Lane and 1325 West. This refinement avoided a residential relocation and reduced the wetland impact by several acres. This refinement keeps the WDC at grade in this area, while Glovers Lane and 1525 West would be bridged over WDC. It would cross Shirley Lane (1200 West) at grade, placing cul de sacs on the north and south side of the corridor. The residents on the north side would have access via a new connection from 700 South to 1025 West. The other refinement to the Glovers Lane alternative further reduced wetland impacts by shifting the alignment to the east between Buffalo Ranch and the Central Davis Sewer Facility.

We also received feedback on the Shepard Lane alternative. One of these areas was near the Oakridge Golf Course where we were impacting the entrance to the golf course, using a ThrU-Turn concept. While this concept did help alleviate congestion, it prevented direct left turn access from Shepard Lane to the Frontage Road and 1500 West. It also prevented left turn access to Shepard Lane from the golf course. To address these concerns, the WDC team designed a "slip ramp" to provide access to the Frontage Road while still allowing left



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turns to 1500 West. With this new concept, the golf course entrance would remain unaffected. This system would function similarly to the I-215 & 3500 South ramp system in West Valley City.

Another area of the Shepard Lane alternative we received feedback on was regarding the extension of Foxhunter Drive in the Hunters Creek/Quail Crossing neighborhood. As previously designed, Foxhunter Drive would go over WDC on a new bridge. Though this provided a connection between the neighborhoods, it made access more difficult to nearby homes. In response to this feedback, we shifted the connection further west to go behind the LDS Church between about 850 North in Farmington and 2200 South in Kaysville before connecting to 50 East in Kaysville. 50 East would be widened slightly to provide a safer connection to Shepard Lane.

Alternative B – Syracuse

In the past several months, our team has continued to receive feedback from many residents, farmers, business owners, and city officials regarding the alternatives in Syracuse. This feedback included concerns about wetland data, the impacts to the Syracuse Arts Academy, and concerns regarding the design of the Antelope Drive interchange. To provide more accuracy in the wetland data, and with the help of additional funding, UDOT conducted a third wetland survey in the spring of 2012 – this time studying the soil composition to determine its hydric qualities (for more detailed information on the wetland survey, see the 2012 Wetland Update Summary). Through these efforts, it was discovered that many of the areas previously considered as potential wetlands did not contain the hydric soil properties to qualify as a wetland. With this new wetland information, UDOT shifted Alternative B to the northeast between 2700 South and Gentile Road. This shift resulted in less wetland impacts and avoided the Syracuse City public works complex and the Syracuse Equestrian Park. Our team was also able to revise the Antelope Drive interchange to reflect a “button-hook” design, minimizing the impacts to homes by eliminating the need to realign Antelope Drive. This design also reduced impacts to the Syracuse Art Academy. Also with this new design, a cul de sac is placed on the north side of Bluff Road, eliminating impacts to several homes.

Alternative A – West Point/Hooper

The WDC team also refined Alternative A in the West Point/Hooper area. This refinement shifted Alternative A east between 5500 South and 1800 North, minimizing the impacts to historic properties and Agricultural Protection Areas (APAs). This change was made because historic properties are protected under Section 4(f) of the federal Department of Transportation Act and Section 106 of the federal National Historic Preservation Act, and APAs are protected under Utah state law (Utah Code Title 17 Chapter 41).

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Alternative B – West Point/Hooper

In addition to the refinements to Alternative A, the Alternative B 4100 West option was also refined in the West Point/Hooper area. This refinement included shifting the alternative east between 300 North and 1300 North. This refinement minimized impacts to several homes.